

Laurel Run Coal Company.

A tunnel was driven in the Laurel Run slope from the Hillman to the Rock seam a distance of 70 feet to be used for the transportation of coal.

Miner Mines Colliery.

This is a new colliery opened in 1894 by William B. Miner. The opening consist of a drift in the side of the mountain on the outcrop of the Red Ash seam and located about three quarters of a mile southwest of the old Everheart or Boston colliery in Jenkins township, Luzerne county.

A small breaker with a capacity of 300 tons per day was completed and started in January, 1895, to ship coal to market. The mining of coal was suspended after working eleven days in January and remained so all the year.

Westminster Coal Company.

This company opened a mine on the outcrop of the Red Ash seam in 1894, about one and a half miles southwest of the Miner colliery. It is located in Jenkins township, Luzerne county. It is comprised of two openings driven in the side of the mountain, one of which is used for transporting the coal, the other for ventilation which is furnished by a furnace.

An electric plant is located at the Miner breaker to furnish the power for the locomotive which hauls the coal to the breaker where it is prepared for market. This colliery operated the breaker 161.85 days in 1895. A new underground slope was sunk 600 feet with an area of 60 feet.

Crescent Colliery.

This is a new colliery which was opened by the Crescent Coal Company in 1895. The openings consist of four drifts being driven to the Red Ash seam located south of the Westminster openings in Jenkins township. A new breaker was completed and fully equipped with machinery ready to prepare and ship coal.

Hunt Colliery.

This new colliery was opened by the Wyoming Coal and Land Company and commenced to ship coal in June, 1895. The opening consists of a tunnel driven to the Marcy seam a distance of 450 feet; area, 7x16 feet. An underground slope was sunk 500 feet in the Marcy, and headings and airways were started. The tunnel is situated close to the borough of Wyoming and the coal is taken by a small locomotive to the old Hunt breaker and prepared for market. A new 16 foot fan was erected on a shaft sunk for the purpose of ventilating the workings.

Improvements by the Forty Fort Coal Company.

Two new exhaust fans, 15 and 20 feet in diameter respectively were installed at the "Harry E" Colliery, replacing the old ones, which were inadequate to supply the ventilation required. The new fans exhaust 219,040 cubic feet of air per minute.

Improvements by the Hillside Coal and Iron Company.

A new air shaft has been sunk to a depth of 70 feet sectional area 10x10 feet, in the Consolidated Colliery, to be used for ventilation.

Improvement by the Westminster Coal Company.

A new fan 12 feet in diameter has been erected at this colliery to ventilate the underground slope workings. Engine 14x13-inch with a working speed of 60 revolutions.

Improvements by the Raub Coal Company, Limited.

A tunnel has been driven in the out crop of the Red Ash vein, a distance of 300 feet at the Louise colliery of this company, the coal from which is run down a gravity plane to the breaker. A new fan 12 feet in diameter has been installed on this tunnel which exhausts 60,000 cubic feet of air per minute to ventilate the workings.

Improvements by Robertson and Law.

A new slope has been sunk at the Katy Did Colliery a distance of 450 feet from the surface; area, 7x8 feet, with a gradient of 18 degrees.

A tunnel has been driven from the surface to the "Brown" seam, a distance of 100 feet; area, 10x10 feet, which is used for transporting coal.

Improvements by the Algonquin Coal Company.

On the Pine Ridge shaft of this company a new underground slope has been driven from the "Kidney" to the "Hillman vein," a distance of 632 feet, area, 7x20 feet. Three new gravity planes were made, varying in length from 380 to 460 feet. A tunnel has been driven from the Hillman to the Rock vein, a distance of 631-2 feet; area, 7x12 feet.